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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY East Germany

SUBJECT Tabulation of East German Tank Cars

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THIS IS UNEVALUATED INFORMATION

The remarking of GDR tank cars which was started on 1 January 1953 was concluded on 31 May 1954. The new files indicate that the following numbers of tank cars were available in the GDR on 1 June 1954:

Home Stations	Number of Tank Cars	Class Designation	Type and Purpose of Cars
RAW Jena	6,000	0	Zw cars
		I	standard cars
		II/III	4- and 6-axle cars
KWL Niedersachswerfen	2,300	II b,c,d	2-axle tar cars
		III a,b	2-axle acid cars
Railroad Car Factory Quedlinburg	1,340	II a	coated and alloyed (legierte) cars
		III c,d	2-axle cars
		III e	carboy type cars (Topfwagen)
		III f	aluminum cars
		IV a	coal dust cars
		IV d	oxygen cars
KWL Magdeburg	600	II a	2-axle standard cars
Kuehltransit Leipzig	900	I	standard cars enlettered Ro 700 and R 300
Railroad Car Factory Staassfurt	166	IV b,c,	2-axle and multi-axle cars designed for transportation of gas under pressure and chlorine
Total	11,306		

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Note: A total of 2,577 foreign-owned cars are included in this tabulation.

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Comment. All railroad tank cars are centrally controlled by the "Kesselwagenleitstelle der Reichsbahn" (railroad tank car distribution point) (KWL) at 33 Voßstrasse and on Taubenstrasse in Berlin. On 1 September 1953, the Kesselwagenleitstelle was made an independent department. According to another source, the following numbers of tank cars were available in the GDR:

Class Designation	Number of Cars Available
0	2,519
I	3,831
II a	2,145
II b	750
II c	28
II d	30
III a	930
III b	344
III c	14
III d	87
III e	323
III f	223
IV a	310
IV b	149
IV c	141
IV d	14
Total	11,838 cars

Class 0 cars are used for the transportation of gasoline, while class I, IIa through II d, III a through IIIf, and IV a through IV d, cars are employed for the transportation of "black products" and are mostly lent out to industrial enterprises. The balance of approximately 500 tank cars between the two tabulations may be accounted for by the continuously changing number of foreign-owned cars. The park of GDR railroad tank cars is overage. There is an acute shortage of replacement parts, in particular for underframes. Tank cars suffer from corrosion due to the poor quality of paint used and the shortage of sandblast apparatus. The number of cars needing repair and requiring inspection on the average amounts to 10 percent of the total park of tank cars. Approximately 250 tank cars are scheduled for deactivation. All tank cars are assigned to specific home stations which are responsible for their maintenance. On 23 July 1953, KWL Niedersachsenwerfen was converted into a railroad repair shop (RAW).

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